



**U.S. Department of Transportation
Federal Transit Administration**

**Paul S. Sarbanes Transit in Parks Program (Transit in the Parks
Program)**

Project Proposal for Fiscal Year 2010 Funds – Implementation Project

BASIC PROJECT INFORMATION		
Project Name (Please provide a 1-2 sentence description of the project): Visitor Transportation to Sitka National Historical Park – Purchase new, wheelchair-accessible trolley buses to replace existing non-ADA transit and tour buses that operate in and around Sitka National Historical Park and US Forest Service Lands.		
Proposed Funding Recipient: Sitka Tribe of Alaska		
Public land unit(s) involved: Sitka National Historical Park	<u>Location of Project</u> City: Sitka County: Sitka State: AK Congressional District: AK-00	
Federal Land Management Agency managing the above unit(s): <input type="checkbox"/> Bureau of Land Management <input type="checkbox"/> Bureau of Reclamation <input type="checkbox"/> Fish and Wildlife Service <input checked="" type="checkbox"/> Forest Service <input checked="" type="checkbox"/> National Park Service <input type="checkbox"/> Other (e.g. Federal Trust) Describe:	Type of Implementation Project: (Planning projects, please use the alternate form) <input checked="" type="checkbox"/> Bus <input checked="" type="checkbox"/> Vehicle replacement <input type="checkbox"/> Tram/Trolley <input type="checkbox"/> Boat/Ferry/Dock <input type="checkbox"/> Rail <input type="checkbox"/> Non-motorized (e.g., bicycling/pedestrian trail) <input type="checkbox"/> Other (e.g., Intermodal facility, ITS) Describe:	
<input type="checkbox"/> Proposal is for a new alternative transportation system where none currently exists. <input type="checkbox"/> Proposal is for an expansion or enhancement of an existing alternative transportation system. <input checked="" type="checkbox"/> Proposal is for rehabilitation of or replacement of vehicles or facilities for an existing alternative transportation system.		
Transit in Parks Program Funding Requested during FY 2010 \$325,000	Total Project Capital Cost at Completion (All sources) \$ 363,750	
Were you awarded Transit in Parks Program funds for this project in the past? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If answer "Yes," please provide amount awarded: \$		
Do you plan to request additional Transit in Parks Program funds in future years? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (Note: If you wish to compete for future Transit in Parks Program fiscal year funding you must reapply). If answer "Yes," please specify Transit in Parks Program proposed funding levels for out years below:		
FY 2010 \$	FY 2011 \$	FY 2012 \$

FY 2010 Funding Amounts from sources other than Transit in Parks Program funds? ☒ Yes ☐ No
 If answer "Yes," please specify funding levels per source below: Sitka Tribe of Alaska (STA) will provide the Operating Costs that will include: Driver, fuel, maintenance, insurance and advertising

State \$	Local	Tribal (Sitka Tribe of Alaska funding) \$ 38,750	Private sources \$
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CONTACT PERSON

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OTHER PROJECT SPONSORS (in addition to funding recipient)

None at this time

REQUIREMENTS

- ☒ If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the federal land unit(s) and has the consent of the Federal land management agency or agencies affected.
- ☒ The project is consistent with the metropolitan and statewide planning process.
- ☒ The project is consistent with agency plans.
- ☒ If this is an implementation project, all reasonable alternatives, including a non-construction option, were analyzed before proposing this project.

BASIC PROJECT DATA

Number of Visitors (Annual): 260,000	Daily Number of Visitors (Peak season): 1,290
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Average Number of Vehicles per Day at Peak Visitation: This data is not available, as Sitka National Historical Park does not keep vehicle counts. However, there are approximately 39 commercial vehicles that are used during the summer months in the community of Sitka including 22 tour buses, 8 tour coaches, 4 tour vans and 8 taxis. This does not include the employee vehicles and private rental cars. All of these vehicles rotate (multiple times) through the park on a daily basis during the peak season.

Current Road Level of Service at Peak Visitation: Insufficient

(Please consult guidance where available on determining this variable. You may also use observational accounts or pictures to provide an assessment of this datum for FY 2010 proposals).

What time of the year does your land unit experience Peak Visitation?

☐ Spring ☒ Summer ☐ Fall ☐ Winter

Current Carrying Capacity of Existing Roads(vehicles/day): Data Not Available from SNHP

Current parking shortages during peak visitation: Because of the limited number of parking spaces, there are constant parking shortages for both commercial and private vehicles.

Current Average Number of Persons who use the alternative transportation system (if one already exists) at Peak Visitation:

70 (average number of visitors/daily at peak)

Current Annual Number of Persons who use the alternative transportation system (if one already exists):
Error! Not a valid bookmark self-reference. (anticipated number of riders or users/annually)

Estimated Annual Number of Persons who will use the alternative transportation system at project completion: 50% increase in ridership

Is there an anticipated reduction in auto collisions with large animals with this project?

☐ Yes ☒ No

If "Yes," please provide anticipated reduction: collisions/year

BASIC PROJECT DATA (CONTINUED)

Is there an anticipated increase in porous surface with this project? ☐ Yes ☒ No

If "Yes," please provide anticipated area of increase: square feet

Is there an anticipated increase in wildlife habitat connectivity? ☐ Yes ☒ No

If "Yes," how many acres would be connected by the project? acres

Is there an anticipated increase in air clarity measures (e.g., visitors' visual experience) for the land unit as a result of this project? ☐ Yes ☒ No

If "Yes," please explain:

Is there an anticipated reduction of visual impact of parking and roads on visitor experience?

☒ Yes ☐ No

If "Yes," please explain: The transit bus will frequent the National Park every 30 minutes and will decrease the congestion from individual vehicles that bring visiting guest to the parks. Visitors can park in locations in the central area of town where there is adequate parking.

Is there an anticipated reduction of visual or noise impacts of transportation facilities on visitor experience?

☒ Yes ☐ No

If yes, please explain: The current transit system utilizes a 1994 Ford Cutaway Bus and a 1995 International converted school bus when the Ford is down. Switching to a newer vehicle will significantly reduce emissions and noise pollution. In addition, Park employees and other nearby commercial entities will be encouraged to utilize the transit system by waiving or greatly reducing ridership fees. This would further reduce vehicle congestion and noise pollution caused by vehicles in Sitka National Historical Park.

Executive Summary

The Sitka Tribe of Alaska (STA) is the federally recognized tribal government for more than 4100 enrolled tribal citizens in Sitka, Alaska organized under the Indian Reorganization Act of 1934. STA is responsible for the health, safety, welfare and cultural preservation of its tribal citizens and their uses for the Sitka Tribe's traditional territory. **Sitka Tribe of Alaska, like the National Park, works as a steward to promote and protect the cultural heritage and surrounding lands.**

Sitka National Historical Park (SNHP) is Alaska's oldest federally designated park, and located within the Sitka Tribe's traditional territory. SNHP is situated on Baranof Island on the outer coast of Alaska's Inside Passage. No roads reach Sitka from the mainland; the city can only be reached by air or sea. During peak months, thousands of cruise ship passengers flood off ships on a near daily basis. **SNHP is one of the smallest National Parks but also one of the most densely used. Approximately 260,000 patrons visit the Park each year, and of those visitors, more than 75% come during the May – September tour season** [statistics provided by Sitka National Historical Park].

STA is requesting funds to purchase two (2) new trolley buses equipped with wheelchair lifts for transit and sightseeing operations in and around the Sitka National Historical Park and US Forest Service lands. These funds are being requested to purchase and ship two (2) new ADA-compliant trolley buses to replace outdated, non-ADA vehicles. One (1) of the vehicles would be dedicated to the fixed-route Visitors Transit system that operates during peak months. The other one (1) vehicle would provide transportation to and from SNHP for Express Sightseeing Tours that operate in and around National Park and US Forest Service lands.

Current benefits of the Visitors Transit and Express Sightseeing Tours: Current benefits are increased visitor accessibility to Sitka National Historical Park, reduced vehicle congestion, a decrease in dangerous pedestrian foot traffic in roads, increased awareness of the Sitka National Historical Park's historical and cultural significance through driver/guide narratives on buses.

Additional Benefits of Purchasing New Buses: New vehicles would ensure the continued existence of the Visitors Transit program, eliminate schedule cancellation and delays due to existing fleet breakdowns and/or repairs, provide accessibility of Visitor Transit and Express Sightseeing Tours to those confined to wheelchairs, reduce emissions through greater fuel efficiency of new vehicles, increase interest in park visitation through the Visitor's Transit and Express Tours through the high visibility and novelty of trolley buses.

It is anticipated that the entire project, for one year will cost \$363,750. This figure includes vehicle purchase, shipment and detailing, lot storage for vehicles, insurance coverage, repair and maintenance, vehicle operators, fuel, and administration of the system.

Project Description

Sitka Tribe of Alaska d/b/a Tribal Tours has been providing transportation and sightseeing tours to visitors of Sitka since 1995, and has proved to be a successful and self-sustaining business enterprise. Main operations that operate in and around Sitka National Historical Park include: **Visitors Transit System:** This fixed-route transit system connects patrons to Sitka National Historical Park from key locations, including cruise ship docks, downtown business areas, and select hotels. **Express Sightseeing Tours:** These tours operate whenever large cruise ships are in port, and are purchased pier side by independent travelers. Passengers enjoy a short sightseeing tour of downtown and then visit Sitka National Historical Park as the main tour attraction.

If funding for replacement vehicles can not be secured, public shuttle service may need to be discontinued, as the Sitka Tribe of Alaska can not absorb the capital costs of new vehicles at this time. **We are requesting funds to replace two (2) of our vehicles.** One will trolley replace the Visitors Transit Vehicle (1995 International converted school bus) and one trolley will replace an Express Tour vehicle: a 1994 Ford Cutaway used as the back up transit and for Express Sightseeing Tours.

The requested funds would cover the capital costs of purchasing and shipping two (2) trolley buses from Goshen, Indiana to Sitka, Alaska. Upon arrival, the buses would immediately replace our existing out-of-date vehicles. The trolley buses would replace existing fleet vehicles that currently operate in and around SNHP on US Forest Service lands, and accommodate both ambulatory and wheelchair confined passengers

All expenses related to operations, such as driver salary, insurance, storage, repairs, etc. would be provided by the Sitka Tribe of Alaska.

Transit in Parks Program Implementation Evaluation Criteria

Criteria	Points	Weight
1. Demonstration of Need		25%
a. Visitor mobility & experience	(1-5)	
b. Environmental condition as result of existing transportation system	(1-5)	
2. Visitor Mobility & Experience Benefits of Project		25%
a. Reduced traffic congestion	(1-5)	
b. Enhanced visitor mobility, accessibility, and safety	(1-5)	
c. Visitor education, recreation, and health benefits	(1-5)	
3. Environmental Benefits of Project		25%
a. Protection of sensitive natural, cultural, and historical resources	(1-5)	
b. Reduced pollution (air, noise, visual)	(1-5)	
4. Operational Efficiency and Financial Sustainability		25%
a. Effectiveness in meeting management goals	(1-5)	
b. Feasibility of proposed budget	(1-5)	
c. Cost effectiveness	(1-5)	
d. Partnering, funding from other sources	(1-5)	

1. Demonstration of Need

Visitor mobility and experience:

Current transportation problems at Sitka National Historical Park include-

- Lack of ADA compliant visitor-specific transport to and from SNHP**
- Dangerous amounts of pedestrian foot traffic in SNHP in a low-visibility roadway and parking lot**
- Severe parking shortages for both commercial and private vehicles**
- Unreliable and inefficient commercial vehicles currently providing transport to/from SNHP**

Lack of ADA Compliant Transport:

Individuals who are confined to wheelchairs have minimal access to transportation in Sitka. There are no companies that provide wheelchair accessible vehicle transport from both visitors' docks to SNHP and directly to other areas of visitor interest. As a result, individuals who are unable to board the bus by climbing four (4) large steps cannot participate in a guided orientation tour of Sitka or board the Visitors Transit.

Dangerous Amounts of Pedestrian Crowding and Foot Traffic:

The City and Borough of Sitka and Sitka National Historical Park participated in a pilot project through the National Park Service's *Gateway Community Planning Initiative*, in which Parks worked with adjacent towns to address common interests. A resulting document was published entitled "Sitka: Gateway Community Planning Assistance, Design Workshop Recommendations, and Range of Alternatives". Page 6 of this document touches on some of the transportation issues associated with SNHP: "Conflicts between pedestrians and vehicles frustrate drivers and endanger pedestrians. Pedestrians overflow into roadways and cause traffic congestion.... many areas are unsafe for pedestrians. Tour buses add to traffic congestion."

In 2007, the *Sitka Visitor Industry Plan* was developed by residents of Sitka, Alaska for the City & Borough of Sitka. This plan was born out of years of collaboration between various businesses, entities, non-profits, and residents. This plan clearly defined the City's need for increased visitor transport and reduced congestion in "town". "Town" is typically defined as our main downtown road, Lincoln Street, which terminates at SNHP. On page 4 of 5 in the Transportation and Infrastructure section states the concern of overcrowding: **"Mitigating congestion on heavy visitor days is an ongoing concern in Sitka. Not only was it discussed in this process, but mitigation strategies were also suggested in the Comprehensive Plan, the Gateway Plan, and by Chris Beck, a planning consultant for this process.** This benchmark is third in a series that aims to resolve the crowded feeling of downtown on busy days through actions that help to redirect some of the traffic, either by guiding pedestrians to another path, or by reducing automobile traffic during the busiest times of day." The value of the Visitors Transit was also noted in the City Plan, and on page 3 or 5 in the Transportation and Infrastructure section it is noted, "Another solution for solving downtown congestion issues is to provide enhanced shuttle service for visitors. STE is already pursuing a new shuttle to run from the O'Connell Bridge and Crescent Harbor through downtown, to Sitka National Historical Park, the Sheldon Jackson Museum, and other favorite attractions. A partnership with the City will help to develop shuttle stops, and potentially expand transportation routes beyond the downtown area." Although it was identified as important in the City plan, a partnership from the City with the Tribe, for expansion of the Visitors Transit, never came into fruition. Additionally, funding for a new shuttle was never secured by the Sitka Tribe of Alaska.

Severe Parking Shortages for Both Commercial and Private Vehicles:

There are only 21 parking spaces to accommodate 200,000 peak-season visitors and the annual average of 260,000 visitors. These include both commercial and smaller vehicle parking spaces. These 10 spaces are shared by 5 commercial bus and coach operators with a combined total of more than 25 vehicles. There are 12 standard parking spaces for cars, 2 of which are designated as handicapped parking. The 12 standard parking spaces are shared by independent visitors and staff of both SNHP and the adjacent Southeast Alaska Indian Cultural Center (SEAICC).

Unreliable and Inefficient Commercial Vehicles Providing Current Transport:

The current vehicle operating the Visitor's Transit System is a 1995 International school bus and 1994 Ford Cutaway. Due to the age of the vehicles, breakdowns and extended repair times have resulted in delayed or canceled Transit service to the Park on numerous occasions.

Environmental condition as a result of the existing transportation system:

Sitka National Historical Park is unique because of the small size and dense visitor usage. Studies concerning vehicular impact on SNHP have not been conducted. Therefore, precise statistical data is not available.

Air pollution & noise pollution: A primary concern for SNHP is the congested parking and roadway areas. There is significant noise and emissions generated from the commercial vehicles that frequent and crowd the Park. However, this grant would allow for a reduction in the number of commercial vehicles needed in the park and would replace our existing “gas guzzlers” with new vehicles which would provide greater fuel efficiency and provide reduced emissions. This would undoubtedly have a positive impact on the surrounding environment.

2. Visitor Mobility and Experience Benefits

a. Reduced traffic congestion:

The transit system reduces the number of personal vehicles and individual taxis that would otherwise bring visitors to the park. Our average ridership per operational day is currently 50 passengers. Assuming a group size of 2 people per vehicle for taxi service, there would be more than 25 additional vehicles in the park within an average six-hour period. We believe that an upgrade of the vehicles would substantially increase the percentage of visitors that utilize the transit system because of the interest and novelty of a trolley-style bus. This would further reduce the number of commercial vehicles operating in the area.

The assurance of reliable transport would also ensure that we are able to offer free services to locals who would benefit from using the transit on a regular basis. If we are awarded the grant for new vehicles, **we would encourage all employees of SNHP and adjacent SEAICC to park in one of many large public-parking areas in central town and ride the transit to the park for *free of charge*.**

b. Enhanced visitor mobility, accessibility, and safety:

Visitor Mobility: Benefits that the project would have in easing visitor travel to destinations and decreasing visitor inconvenience- New vehicles would prevent service cancellations and greatly reduce delays due to possible breakdowns. This would alleviate foot traffic congestion, increase road safety, prevent unnecessary visitor frustration during high volume days and simultaneously reduce the amount of pedestrian foot traffic in the commercial driving/parking area.

Visitor Accessibility: SNHP Visitor’s Center, SEAICC and the surrounding park trails are accessible by wheelchair. However, there are no wheelchair accessible vehicles that provide visitor transportation to the park from the cruise ship dock (except on select pre-paid commercial tours that must be purchased on board the ship).

Visitor Safety: An overflow of pedestrian foot traffic also adds to congestion and increases the probability of vehicle/pedestrian accidents. Both the Visitors Transit

and the Express Sightseeing Tours reduce this hazard by providing area orientation, safety recommendations (where designated trails are, to stay on the serpentine walkway, to observe crosswalks and watch for traffic, etc.) and shuttling visitors into the park, where they can embark and disembark in safe, designated areas.

Anticipated impacts on visitor safety in cases of catastrophic events, such as forest fires: Currently, the Visitors Transit and Sitka Tribal Tours are part of the city safety plan for catastrophic events. Our main environmental threat in Sitka is a tsunami. In the event of a tsunami, visitor cruise ships will immediately pull anchor and head out to sea. Tribal Tours and Visitor Transit employees are instructed to fill their buses and shuttle individuals without transportation to high ground. We do have a city-wide tsunami warning system, which should allow for 1-2 hours warning before a tsunami reaches our shores.

Number of visitors per year that will benefit:

Currently, 4,340 visitors would benefit from the Visitors Transit and Express Sightseeing Tours. Roughly 50 persons per day utilize the Visitors Transit (3,100/year), and an average of 20 persons per day participate in the Express Tour (1,240/year). We anticipate a 50% increase in ridership with the implementation of new vehicles resulting in 6,510 passengers per year utilizing the systems.

e. Visitor education, recreation and health benefits:

Educational benefits: The Sitka Tribe of Alaska is dedicated to educating visitors about Sitka's history while perpetuating the Tlingít (indigenous) culture. This dedication is carried throughout all the services we offer.

The Visitors Transit has definite educational benefits. This alternative transportation system offers general familiarization with Sitka, and a short informational narrative about the Sitka National Historical Park and the adjacent Southeast Alaska Indian Cultural Center. Based on past rider numbers we estimate 50 riders per large tour day, or 3,100 passengers per year on the Visitors Transit bus. Again, I believe the numbers will be much higher- especially because of the benefits and novelty of a trolley vehicle, and if cruise ship numbers increase significantly more than our projections, our ridership is expected to increase accordingly.

Our Express Sightseeing Tour allows people to briefly familiarize themselves with Sitka's major places of interest and then enjoy the beauty of Sitka National Historical Park. One of our guides accompanies them through the temperate rainforest to talk about SNHP's history, rainforest ecology, medicinal and traditional Tlingít uses of rainforest plants, salmon cycles, and totem significance. Based on past rider numbers we estimate 20 riders per large tour day, or 1,240 passengers per year on the Express Sightseeing Tour. Again, just as mentioned above, if cruise ship passenger counts increase significantly more than our projections, the ridership will see a significant increase as well. Although the

entire journey is only about an hour in length, we have been told by many that it was the highlight of their entire cruise!

How many visitors per year will experience these benefits? We conservatively estimate that 70 people per tour day (4,340 during the first year) would benefit from the Visitors Transit and Express tour. However, since this grant is providing capitol costs, the benefits will continue for many years into the future. We currently have buses that have been in operation for sixteen years, so there is much to be said of the longevity of this project. Additionally, we anticipate the number of summer visitors will increase as the global economy stabilizes and begins to recover.

3. Environmental Benefits

a. Protection of natural, cultural, and historic resources:

Ensuring that visitation does not exceed an area's ability to handle increased levels of visitation or the "carrying capacity" of the land unit: Although a "carrying capacity has not been identified, the Visitors Transit helps to disperse visitor congestion by taking passengers to many different locations. Additionally, if the driver sees that a specific stop seems to have high visitor volume, the driver will recommend the passengers visit another location first, so that they may return to the area when it is less crowded.

Preserving an archeological resources, historical/cultural resources, viewshed or watershed: No physical preservation will occur from this project. However, Sitka Tribal Tours does provide cultural perpetuation and education about both the historical and cultural resources of the area.

b. Reduced pollution: Describe *how* this project would reduce and/or prevent pollution –

Air pollution: The Visitor's Transit System helps to reduce pollution by offering an alternate means of transportation to and from the SNHP and other points of interest in the Sitka area. New buses would allow us to implement a free park n' ride system for SNHP and SEAICC employees, which would further reduce the number of vehicles in the park.

On average, the Visitors Transit frequents the park 14 times per day, and our Express Tour bus visits the park 3 times a day during our average 120 day peak visitors season. In one year, that is a total of 2,040 trips in the park. With new buses, the emissions would be equal to 1,366.8 trips per year- a significant reduction in pollution.

Water pollution: The Visitors Transit and Express Sightseeing Tours have no impact (positive or negative) in the water quality of the area.

Noise pollution: No significant amount of decreased noise is anticipated with this project.

Visual pollution: The only visual impact these programs have is in the reduced number of vehicles and pedestrians in and around the Sitka National Historical Park area.

4. Operational Efficiency and Financial Sustainability

- a. Operational Efficiency:** Because of the nature of SNHP, it was determined unfeasible to expand the parking or roadway area in and around the park. The Visitor's Transit System and Express Sightseeing Tours have proven to be efficient ways to allow the maximum number of people to safely enjoy the park.
- b. Feasibility of Proposed Budget:** Fill in the budget template below *or* attach a project budget that *at a minimum contains the items in the budget template* and extends at least 5 years. Include a narrative to elaborate on the financial plan.

	FY 2010	FY 2011	FY 2012	FY 2013
Revenue				
Transit in Parks Program funding (requested)	\$325,000	0	0	0
Funds from public land budget	0	0	0	0
Other federal funds	0	0	0	0
State funding				
Local funding- From Ad Sales	\$5,000	\$5,000	\$5,000	\$5,000
Passenger Fares and/or transportation fees – Visitors Transit @ \$7.50/ea and Express Tours @ \$20/ea (less sales tax)	\$44,575	\$40,118	\$44,575	\$46,804
All other dedicated sources of funding	0	0	0	0
<i>Total Revenue</i>	\$374,575	\$45,118	\$49,575	\$51,804
Capital Costs				
Purchase of rolling stock (vehicles)	\$325,000	0	0	0
Lease of rolling stock (vehicles)	0	0	0	0
Construction (e.g., bus shelters, sidewalks, trails, etc.)	0	0	0	0

Rehabilitation	0	0	0	0
Other: _____	0	0	0	0
Total Capital Costs	\$325,000	0	0	0
Operating Costs				0
Salaries – Including drivers, pre-tripping, bus cleaners, admin, and fringe	\$25,950	\$27,248	\$28,610	\$30,041
Routine Maintenance - Includes tires, maintenance, pre-season work, FHWA inspections & other maintenance	\$4,200	\$4,410	\$4,631	\$4,863
Insurance	\$2,400	\$2,520	\$2,400	\$2,400
Fuel	\$5,000	\$5,250	\$5,513	\$5,789
Contracted services	0	0	0	0
Other: Permits/Licensing	\$1,200	\$1,200	\$1,200	\$1,200
Total Operating Costs	\$38,750	\$40,628	\$42,354	\$44,293

Proposed budget narrative:

Budget as outlined above is based on an expected 10% decrease in Visitors in FY11, with rebounding numbers in FY12 and beyond.

A 5% yearly expense increase was added to operating costs across the board to compensate for unforeseen cost increases. One thing that should be noted – in the event that the visitor numbers do not rebound in FY12, salary costs would stay low. Increased salary expenses directly correlate with operations volume.

Vehicle Specifications:

Size and number of vehicles: Two (2) 32' Trolley Buses with ADA Accessibility including wheelchair lift, wheelchair door, two (2) wheelchair positions, ADA signage and lighting.

Fuel type: Gasoline

Terms of lease: N/A. Grant is for outright purchase of vehicles.

Maintenance plan: Sitka Tribe of Alaska d/b/a Tribal Tours uses Southeast Industrial Services for all maintenance and mechanic needs. Southeast Industrial Services is fully licensed, certified, & bonded. The DOT recommended maintenance schedule is followed as a minimum guideline. In addition, pre(summer)-season and post(summer)-season checks and maintenance are performed on all vehicles as well.

Include information on how the project will impact total operating and maintenance costs and schedule at the site: With new vehicles, maintenance costs will be substantially lowered for Sitka Tribe of Alaska d/b/a Tribal Tours. Operating costs and schedule will remain unchanged.

Age, mileage, and vehicle type of each vehicle that you are requesting funding to replace: One (1) 1995 International school bus with 102,718.2 miles, and one (1) 1994 Ford Cutaway with 42,017 miles.

- c. **Cost Effectiveness:** Fill in all information for items 1-4 below in order to calculate the cost per person using the alternative transportation system. FTA will calculate annualized cost per passenger trip and annual fare box recovery – common transit cost effectiveness measures – based on the information that you

provide. ***You must provide all information in order to fulfill these required criteria.***

1. Annual cost for vehicle operations and maintenance (including salaries, fuel, maintenance, administrative expenses related to system, and all other operating costs): \$ 41506.25
 2. Average annual number of riders: 4,118/year
 3. Transportation fee or fares recovered (average): \$4918/year
 4. Useful life of transportation assets: 10 years
- Annual cost per passenger trip: This will be automatically calculated by FTA.
- Annual fare box recovery This will be automatically calculated by FTA. %

- d. Partnering, funding from other sources:** Describe any partnerships the project has with federal, state, tribal and local government agencies, gateway communities and the private sector.

The Sitka Tribe of Alaska (STA) has many partnerships with state, tribal, and local government agencies. This includes MOUs with the National Park Service, United States Forest Service, and City of Sitka. Sitka Tribe of Alaska entered a Memorandum of Understanding with the Sitka National Historical Park to recognize areas of mutual concern and support, and establish a framework for cooperative relationships and promote communications.

The estimated additional funding from the Sitka Tribe of Alaska for FY2011 would be \$40,628.00. Sitka Tribe of Alaska will provide funding for all operating costs outside of vehicle purchase. These costs include: Insurance, lot storage, repair and maintenance, vehicle operator wages, administrative costs, costs of tickets, and all other operational expenses.